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~~CONFIDENTIAL~~CLASSIFICATION ~~SECRET~~COUNTRY Soviet Zone of Germany

REPORT NO. \_\_\_\_\_

TOPIC Oranienburg AirfieldEVALUATION See below

PLACE OBTAINED \_\_\_\_\_

DATE OF CONTENT December 1949 and January 1950 25X1DATE OBTAINED \_\_\_\_\_ DATE PREPARED 23 March 1950REFERENCES 25X1PAGES 3 ENCLOSURES (NO. & TYPE) \_\_\_\_\_

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REMARKS \_\_\_\_\_

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1. Nine fighters with in-line engine of the type previously observed there and three twin-engine aircraft were parked in front of the hangar of the Oranienburg (N 53/Z 67) airfield on 21 December 1949. There was no flying as it was hazy. Soviet Army soldiers wearing black epaulets moved into the air force billets northeast of the field which had been only lightly occupied before.
2. On 29 December 1949 eighteen fighters, the previous observed three twin-engine planes and, for the first time, three jet fighters were parked around the hangar. The following features of the jet fighters were recognized from a distance of about 250 meters.

All-metal construction, landing gear retracting inward, no tail wheel, swept-back wings, rudder assembly very high toward rearwards, above elevator assembly mounted very high.

There was no flying as it was hazy. Many of the air force billets were occupied by Soviet Army soldiers wearing black epaulets.

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3. On 10 January 1950 thirteen jet aircraft of the same type were counted on the north edge of the field:

Description: Long, slender fuselage, an aperture at both fore and rear, very flat cockpit roof over leading edge of wings, rectangular rudder assembly from 1 1/2 to 2 meters long, set at angle of about 45 degrees towards rear above. Elevator assembly set at upper end of rudder assembly. Nose wheel. Twelve planes were painted dark green and covered with tarpaulins. One plane was not painted but had a silver sheen. Jet mouth was painted red. Length from 10 to 12 meters.

4. Flying with four fighters of the same type started at about 11 a.m. Description: Lowwing monoplane, in-line engine, landing gear retracting inward, tail wheel retractable, rear section of cockpit-roof fairing into fuselage, antenna rod aft of cockpit. Two of the planes made local flights, the crews being exchanged after each landing. The other two planes performed formation flying. Flying lasted until 3 p.m.

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5. At about 2 p.m. a jet plane took off on the N-S runway for a 5 to 8-minute flight. The plane rose\*the ground about \*from half the length of the runway and flew about 500 meters at an altitude of from 5 to 6 meters in the continuation of the runway, passing over source. It suddenly zoomed at an angle of about 70 degrees to an altitude of 500 meters, circled half of the field, made four rolls over the field, performed very steep turns, made three more rolls at an altitude of about 100 meters, and landed at once. The entire length of the runway was needed for landing as the plane had apparently too much speed. About ten minutes later, the plane took off for another local flight but without retracting its landing gear. This was repeated twice.

Description of jet fighter: Front half of fuselage conspicuously thick and slanting to the fore at cockpit roof, rear section of fuselage at trailing edge of wings bent upward and tapering toward rudder assembly. Air intake in nose. Leading edge of wings in line with leading edge of cockpit and smoothly fairing into fuselage. Nose wheel. Antenna rod aft of cockpit. Rudder assembly rising from fuselage at an angle of about 40 degrees, rounded above, almost straight at rear.

No more aircraft of the same type were observed at the field. The plane had an estimated length of 8 meters and a speed of 800 kmh. In the air the plane made a roaring noise and a high-pitched whistle.

6. Two fighters with radial engine coming from the southwest landed at the field at about 1 p.m.

Description: Single-seat low-wing monoplane, landing gear retracting inward, drop-shaped cockpit with antenna rod aft of it. One plane had rounded wing tips but those of the other planes were cut off. Flying stopped at about 3 p.m. because of snowfall.

7. Nine more fighters of the type with in-line engine, three twin-engine low-wing monoplanes and three two-seat aircraft with radial engine whose other features could not be recognized were parked on the northern edge of the field.

Description of twin-engine low-wing monoplanes: Double rudder assembly, engine suspended from wings, full-view cockpit, small cockpit roof slightly extending above fuselage. The planes were not Pe-2s.

8. Thirty-two new boxes, each about 10 to 12 x 3 to 5 x 3 to 4 meters, with an attachment on one side, about 1½ x 2 x 1½ meters, were counted at the main guardhouse. The boxes, which were camouflaged among shrubbery, presumably contained disassembled aircraft.
9. The N-S runway was at least 2 km long. The south end of the runway, a light shining concrete strip, was presumably new whereas the north end was dark and uneven as, at the take-off, the splashing of water on the muddy surface was observed.

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- 25X1 10. Truck [ ] carried technicians from the field to the  
 25X1 billets and truck [ ] hauled coal from the main guard-  
 25X1 house to the air force billets on Thaelmannstrasse. Truck  
 [ ] and ambulance [ ] went through the gate of  
 the field. Some of the air force billets were occupied by  
 Soviet Army soldiers wearing red-bordered, black epaulets.

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[ ] Comment:

a. According to previous reports, the field is occupied  
 by the fighter regiment previously stationed in Sndal.

[ ] the regi-  
 ment is still assumed to be located in Oranienburg. The  
 regiment was previously equipped with Yak-3s.

b. The presence of jet fighters is reported for the first  
 time. [ ]

[ ] According to previous reports, it is  
 the first unit of the III Ftr Corps to which jet aircraft  
 are assigned.

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c. According to the aircraft descriptions [ ]  
 the two types are the same as previously observed at the  
 Zerst, Crossenhain, and Brandenburg-Briest airfields. The  
 model designation of the aircraft is unknown. The plane with  
 the exhaust aperture under the fuselage is similar to the  
 MIG-9 plane but the position of the cockpit is different.

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d. It is assumed that at least 14 jet aircraft are sta-  
 tioned at the field. From the number of similar boxes it is  
 assumed possible that more jet planes are available. The planes  
 were probably shipped by rail to Oranienburg.

e. In addition to the Yak-3s and jet aircraft, some Yak-11s  
 and three TU-2s (?), mentioned in para 7, were apparently also  
 stationed at the field during the period of observation.

f. The length of the M-S runway mentioned in para 9 is  
 approximately correct. It has not been ascertained whether  
 the runway has recently been expanded, but it is known that  
 construction work was under way in the southeastern section  
 of the landing field.

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